SN: 101-0118

Bridge Condition Report

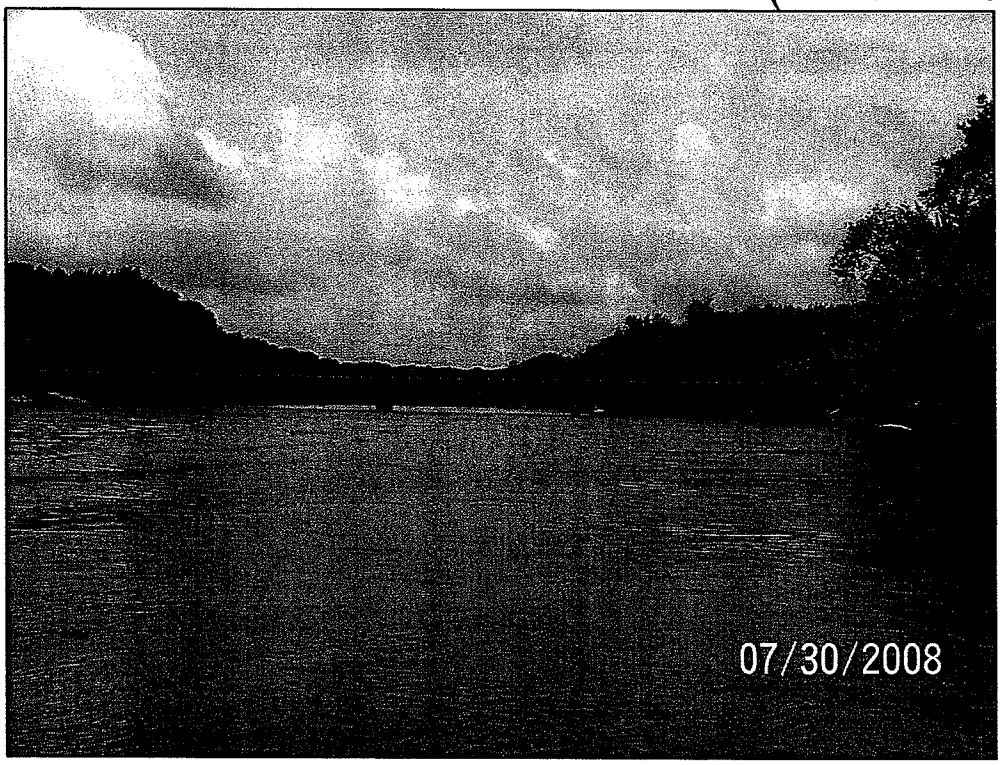
DISTRICT: 2

ROUTE: FAS 40 (Prairie Hill Road)

SECTION: 133-B-CF

COUNTY: Winnebago

STRUCTURE NUMBER: 101-0118 (EXISTING)



LOCATION: Prairie Hill Rd. over Rock River (0.4 miles West of IL. 2).

PREPARED BY: Kenneth S. Couperus

DATE PREPARED: November 2008

PROPOSED LETTING DATE: PY 2011

TABLE OF CONTENTS

I. Geographical & Administrative Data:

Structure Number: 101-0118
County: Winnebago
Route Carried: Prairie Hill Road
Feature Crossed: Rock River
Section: 133-B-CF
Station: 65+47.50

Roadway Classification: Minor Arterial, (Urban)
Design/Posted Speed: 45 MPH/ 45 MPH
ADT (current/future): 2004 (5200) / 2026 (9400)
ADTT (current/future): 2004 (104) / 2026(188)
DHV: 520
Inventory Rating HS: 17.8
Operating Rating HS: 30.6
Sufficiency Rating: 60.8

Construction / Reconstruction / Repair History:

Construction: The original structure was built in **1966** as a five span continuous steel wide flange under Section 133-B-CF with **HS20-44** design loading.

Bridge Deck Repairs: Partial and full depth patching was performed by state forces in various years.

Substructure Repairs: A contract to install scour countermeasures is pending at an estimated cost of $300,000.00. CN 64D71 Section (133-B-CF)M.

II. Physical Description of Structure:

Structure 101-0118 is a five span continuous wide flange beam superstructure with 6 beam lines (36WF150) on two open reinforced concrete stub abutments founded on concrete batter piles and four reinforced concrete solid wall style piers founded on spread footings with 22 degree left ahead skew angle. The continuous beams are fixed at pier 3 and expansion over piers 1, 2, 4 and the abutments. Note: The piers are numbered from north to south which is opposite of convention.

The deck is 7 inches thick with no overlay and has no deck protection.

There are welded cover plates over each pier.

The beams sit on steel rocker bearings on both the piers and the abutments.

The joint at the East abutment is an open joint (2 angle irons with no fill) and the joint at the West abutment is a sliding plate joint.

The back-to-back of abutment length is 420 ft-6in and the span lengths are 91 ft (spans 2, 3 and 4), 71 ft (spans 1 & 5). The out-to-out deck width is 36ft.

The structure provides for one 12 ft traffic lane in each direction with 2 ft raised concrete sidewalks on each side. The structure is 30 ft-0 in. wide face to face of curbs. The railing consists of a single aluminum pipe mounted on concrete parapet wall.

The existing structure is located on tangent horizontally but vertically slopes from west to east on about a 3.9% grade. The approach roadway templates at both ends are the same; 2-12 ft lanes with 4 ft aggregate shoulders.

The slope walls consist of 6 in thick concrete.

III. Field Inspection & Physical Evaluation:

Deck: The deck is **42** years old and in **poor** condition. A visual/chain drag deck surface survey conducted at the time of this BCR revealed that 64% of the deck was cracked, delaminated or spalled (See survey in attachments). The water table (portion of deck soffitt that overhangs the fascias) has numerous areas with leaching, map cracking and wetness. The soffitt areas around the deck drains exhibit wetness, discoloration and small spalls. Note: The spacing of the drains is every 6 ft for the full length of the bridge on both sides. There is approximately 17 SF of full depth patching. The deck surface is contaminated with numerous large and small spalls filled with bituminous concrete and there are numerous small to medium transverse cracks at less than 5 ft intervals throughout. There is no deck protection provided. Many drain extensions are missing.

The bridge rail and transitions are substandard.

The open joint at the east abutment (low end of the structure) has caused heavy deterioration to the bearings, beam ends, diaphrams and abutment at the East end. The sliding plate joint at the west abutment leaks heavily and is spalled along the entire length. Note: The fixed plate portion has been removed.

Superstructure: The superstructure is **42** years old and in **fair** condition. The original paint system is failing throughout. At the East end the beam ends and end diaphragms exhibit heavy corrosion, lamination and initial section loss (less than 10%) with the West end being very similar but not quite as bad. See photos and section loss measurements in the attachments. No cracks were found in a random sample of cover plate ends. At many drain locations (every 6 ft) the top and bottom flanges are more heavily corroded due to missing drain extensions. There is a lot of graffiti at both ends.

Substructure: The substructure is **42** years old and in **satisfactory** condition. Concrete in the substructure is generally sound. The abutments are wet most of the time due to leaking joints and exhibit some large spalling with exposed rebar to the abutment caps. The back walls are discolored and contain some small to medium vertical and horizontal cracking and some small spalls.

The piers are in good condition with map cracking and leaching at the cap nose of pier 1 at the North end. There are no joints over piers. The piers are founded on spread footings (scour

critical rating-3) and local minor scour holes were found on Piers 1, 2 and 4 during the last underwater inspection.

Some areas of the slope walls have been undermined by erosion and exhibit movement.

The rocker bearings at the abutments are heavily corroded and are likely frozen in place.

Inspection History (NBIS Ratings):

Year	Deck (58)	Super (59)	Sub (60)
2008	4	5	6
2006	4	5	6
2004	4	5	6
2002	4	5	6
2000	4	5	6
1998	5	6	6
1997	5	6	4
1996	6	6	4

Geometric/Hydraulic Data:

The structural evaluation is rated a 5-Better than adequate to be left in place, the deck geometry is rated a 4-Minimum adequacy to be left in place. The scour critical rating is a 3-Unstable for calculated scour by computer calculation. The piers are on spread footings. Note: Proposed bridge cross section to be determined by others. If option 2 or 3 is chosen a formal Hydraulic Report will be required-to be prepared by others.

IV. Potential Scope of Work Determination & Analysis:

Option 1: Rehabilitation-Deck Replacement, New End Diaphragms, Plate Beam Ends and Superstructure Painting: Remove and replace deck, install new end diaphragms, plate all beam ends (12) and paint entire superstructure.

Option 2: Superstructure Replacement: Place new steel superstructure and replace existing rocker bearings with elastomeric bearings.

Option 3: Total Structure Replacement:

V. Discussion and Recommended Scope of Work:

The Deck is in poor condition, is 42 years old and will need replaced. The ADTT is only 104 (2004) which is well below the required limits (1500) to perform a fatigue evaluation and because no cracks were observed at the cover plate ends the existing welded cover plates are not eligible for retrofit. The deck is programmed for replacement in 2011. Also, the inventory rating is 17.8 (<20).

Although minor section loss was found at 8 of 12 beam ends it is believed that by the time this structure is rehabilitated (2 more years?) the section loss would warrant plating the beam ends at a minimum. At the time of this BCR preparation the end diaphragms had medium to heavy corrosion on the expansion joint side and replacement will be included in the cost estimate for Option 1. Note: if option 1 is chosen the existing rocker style bearings will remain in place.

The cost estimate for option 1 amounted to $1,484,172.00 which is greater than 60% (67.7%) the cost of total replacement ($2,195,010.00). Option 2 is also greater than 60% (72.2%) of total replacement.

Based on the cost analysis the most economical option is option 1-Deck replacement with new end diaphragms, plate beam ends and paint entire superstructure, however due to the substructure problems with spread footings founded on scour critical soils, the fact that the scour countermeasures contract has not been awarded (and will not be if option 3 is chosen) and the policy that if any major rehabilitation is greater than 60% the cost of a new structure we believe the best course of action would be option 3-Total Replacement.

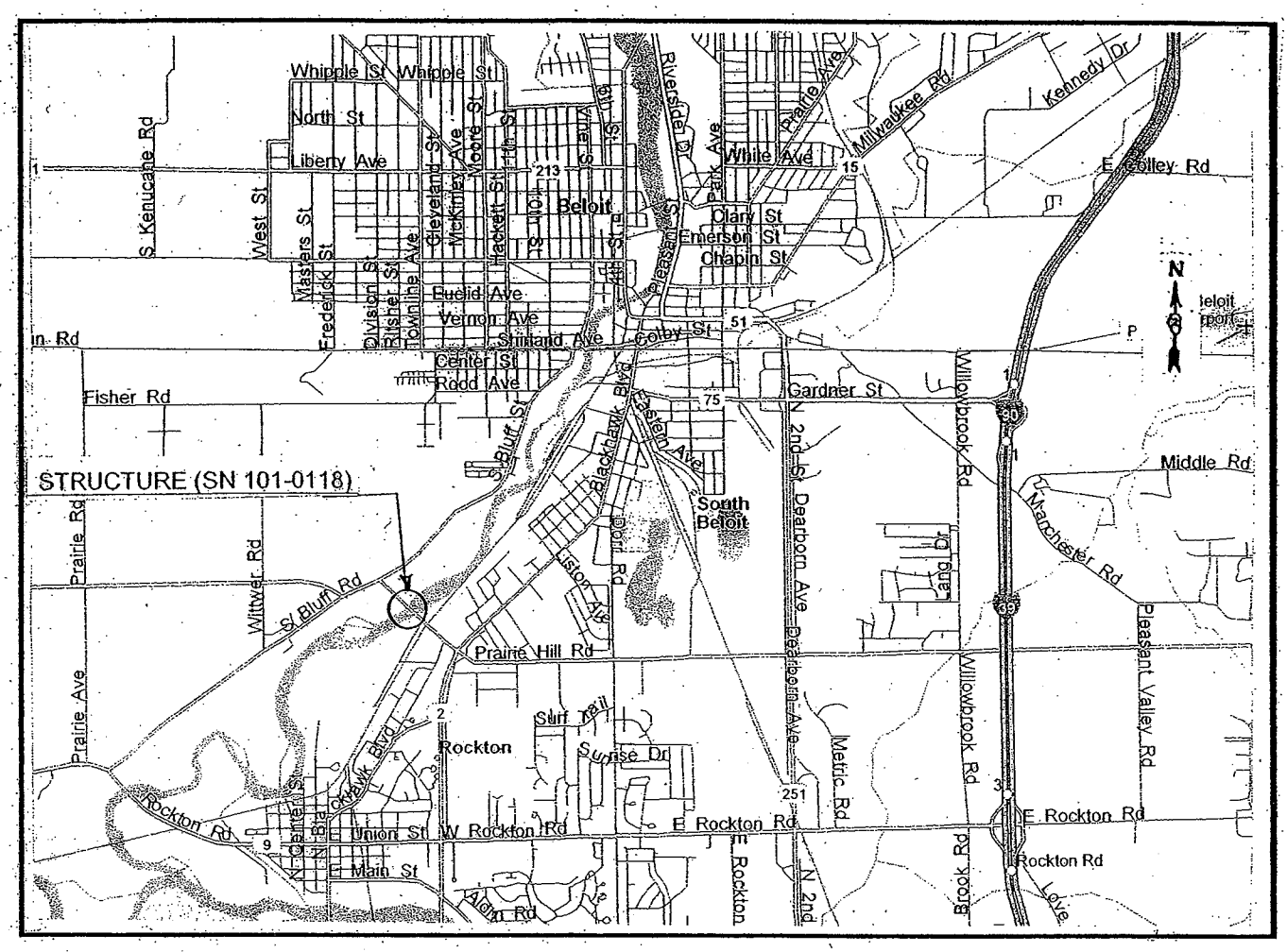
Traffic Control: Closing the bridge and detouring traffic would be the preferred staging method if an acceptable detour route can be found. (To be determined by Others.).

ATTACHMENTS:

Attachment A:	Location map
Attachment B:	IDOT Master Structure Report
Attachment C:	Bridge Inspection Report
Attachment D:	PONTIS Inspection Report
Attachment E:	2008 Deck Surface Survey & Section Loss Measurements
Attachment F:	Structure Photos
Attachment G:	Original plans and proposed scour countermeasures plans
Attachment H:	Cost Estimates

Attachment A:

Location Map



LOCATION MAP

for

FAU ROUTE 9876 (PRAIRIE HILL ROAD)
SECTION (133B-CF)D
WINNIBAGO COUNTY
JOB NO. P-92-107-08

Attachment B:

IDOT Master Structure Report

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Structure Number: 101-0118 **District: 2**

Inventory Data

Facility Carried:	PRAIRIE HILL ROAD	**Bridge Name:**		**Sufficiency Rating:**	60.8	**Structure Length:**	420.5
Feature Crossed:	ROCK RIVER	**Location:**	0.4 MI W ILL 2	**HBRRP Eligible:**	Yes	**AASHTO Bridge Length:**	99.9
Bridge Remarks:				**Replaced By:**	000-0000	**Length of Long Span:**	91.0
Bridge Status:	1 OPEN - NO RESTRICT	**StatusDate:**	04/1988	**Replaces:**	000-0000	**Bridge Roadway Width:**	30.0
Status Remarks:				**Last Update Date:**	08/11/2008	**Appr Roadway Width:**	44.0
Maint County:	101 WINNEBAGO	**Maint Township:**	10 ROCKTON	**Parallel Structure:**	None	**Deck Width:**	36.1
Maint Responsibility:	01 I.D.O.T.			**Multi-Level Structure Nbr:**		**Sidewalk Width Right:**	2.0
Service On/Under:	1 HIGHWAY	/	5 WATERWAY	**Skew Direction:**	Left	**Sidewalk Width Left:**	2.0
Reporting Agency:	1 I.D.O.T. - BUREAU OF MAINTENANCE			**Skew Angle:**	22 D 00 M 00 S	**Navigation Control:**	0 No
Main Span Matl/Type:	4 STEEL CONTINUOUS	/	02 STRINGER/MULTI-BEAM/GIRDER	**Structure Flared:**	No	**Navigation Horiz Clear:**	0
Nbr Of Main Spans:	5	**Nbr Of Approach Spans:**	0	**Historical Significance:**	No	**Navigation Vert Clear:**	0
Approaches				**Border Bridge State:**		**Culvert Fill Depth:**	0.0
Near #1 Matl/Type:	/			**Bdr State SN:**		**Number Culvert Cells:**	0
Near #2 Matl/Type:	/			**Bdr State % Responsibility:**	0	**Culvert Opening Area:**	0.0
Far #1 Matl/Type:	/			**Structural Steel Wt:**	488,900	**Culvert Cell Height:**	0.00
Far #2 Matl/Type:	/			**Substructure Material:**		**Culvert Cell Width:**	0.00
Median Width/Type:	0 Ft. / 0 None			**Rated By:**	2 IDOT	**Rate Method:**	2 ALLOWABLE STRESS
Guardrail Type L/R:	0 None / 0 None			**Inventory Rating:**	17.8 (232)	**Load Rating Date:**	05/03/1994
Toll Facility Indicator:	0 No Toll			**Operating Rating:**	30.6 (255)	***Railroad Crossing Info***	
Latitude:	42 D 28 M 32.44 S	**Longitude:**	89 D 03 M 50.44 S	**Design Load:**	02 HS20	**Crossing 1 Nbr:**	
Deck Structure Type:	A CIP CON NRMLLY FORM	**Deck Structure Thickness:**	7.0			**Crossing 1 Nbr:**	
Sidewalks Under Structure:	0 None					**RR Lateral Underclear:**	00.0
						RR Vertical Underclear:	00 Ft 00 In

Key Route On Data

Key Route Nbr:	FEDERAL-AID URBAN 9876	**Station:**	000.180
Appurtenances	Main Route 00.000	**Segment:**	
Inventory County:	101 WINNEBAGO	**Linked:**	Y
Township/Road Dist	10 ROCKTON	**Natl. Hwy System:**	Not on NHS
Municipality	0000	**Inventory Direction:**	E East
Urban Area:	5400	**Curr AADT Yr/Count:**	2004 / 5200
Functional Class:	70 MINOR ARTERIAL (URBAN)	**Est Truck Percentage:**	2
Lateral:		**Number Of Lanes:**	2
	South/East **North/West**	**One Or Two Way:**	2 Two-Way
Max Rdwy Width:	030.0	**Bypass Length:**	6
Horizontal:	034.0 000.0	**Future AADT Yr/Cnt:**	2026 / 9400
Min Vertical:	99 Ft 11 In 00 Ft 00 In	**Designated Truck Rte:**	NONE
10 Ft Vertical:	99 Ft 11 In 00 Ft 00 In	**Special Systems:**	No

Key Route Under Data

		Station:	
		Segment:	
		Linked:	
		Natl. Hwy System:	
		Inventory Direction:	
		Curr AADT Yr/Count:	/
		Est Truck Percentage:	
	South/East **North/West**	**Number Of Lanes:**	
		One Or Two Way:	
		Bypass Length:	
	Ft In Ft In	**Future AADT Yr/Cnt:**	/
	Ft In Ft In	**Designated Truck Rte:**	
	Ft Ft	**Special Systems:**	

*** Marked Route On Data ***

		Designation		Kind	Number
Route #1:	1	Mainline	8	Other	9876
Route #2:					
Route #3:					

*** Marked Route Under Data ***

	Designation		Kind	Number

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Structure Number: 101-0118 **District: 2**

Data Related to Inspection Information

***Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	Underwater:	24 MOS	One Truck At A Time:		Combination Type 3S-1:	Tons	5	No Posting Required
Fracture Critical:	0 MOS	Special:	MOS	Single Unit Vehicles:	Tons	Combination Type 3S-2:	Tons		

Inspection/Appraisal Information

Inspection Date:	07/31/2008	Inspection Temperature:	80 Deg. F	Insp by (Name):	COUPERUSKS	** Actual Posted Limits **			
Deck:	4	POOR CONDITION - ADVANCED DETERIORATION		Insp by (Name):	LINKDJ	Single Unit Vehicles:		Tons	
Superstructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS		Utilities Attached:	N N/A	Combination Type 3S-1:		Tons	
Substructure:	6	SATISFACTORY CONDITION - MINOR DETERIORATION			N N/A	Combination Type 3S-2:		Tons	
Culvert:	N	NOT APPLICABLE			N N/A	One Truck At A Time:			
Channel and Protection:	7	GOOD CONDITION - SOME MINOR PROBLEMS		Deck Wearing Surf:	A BARE DECK NO OVRLAY	Last Paint Type:	B		
Structural Evaluation:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		Deck Membrane:	F NONE		LD SHP PRM AL FNL		
Deck Geometry:	4	MINIMUM ADEQUACY TO BE LEFT IN PLACE		Deck Protection:	J NONE				
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		Total Deck Thick:	07.0				
Waterway Adequacy:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		Last Paint Date:	06/1965				
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		Inspection Remarks:					
Bridge Railing Appraisal:	2	Doesn't Meet Standards		58) NUMEROUS PD & FD PATCHES & LARGE AREAS OF DELAMINATIONS. 60) DUE TO LOCAL M MINOR SCOUR HOLES. 59) DUE TO MINOR SECTION LOSS AT BM ENDS. BEARINGS AT ABUT S. HEAVILY LAMINATED, JOINTS LEAK HEAVILY, DIAPHRAMS AT ABUTS HEAVILY CORRODED					
Approach Guardrail:	122	Does Not Exist	Not Acceptable	Not Acceptable					
Pier Navig Protection:	N	N/A							

Underwater Inspection/Appraisal Information

Inspection Date:	07/31/2008	Inspection Category:	1246	Debris problem	4 ft. water	Spread footings	Scour critical		
Temperature:	80	Inspection Method:	S	Sonar					
Inspected By:	COUPERUSKS	Inspected By:	LINKDJ	Appraisal Rating:	6	FAIR CONDITION - MAJOR REPAIR POSSIBLE			
Inspection Remarks:	PIERS ON SPREAD FOOTINGS. SONAR RUN ON ALL PIER FACES-WORST CASE WAS P2 W FACE E W/5FT COVER. MINOR LOCAL SCOUR HOLES FOUND ON P1,2 & 4. SEE SONAR TAPE IN F ILE.								

Scour Critical Information

Rating:	3 CRITICAL - UNSTABLE FOR CALCULATED SCOUR	Evaluation Method:	A Computer Calculation
Analysis Date:	05/25/1992	Analysis By:	TRJ

Miscellaneous

Fracture Critical Members:	No
Microfilm Data Recorded:	Yes

Construction Information

Year:	1966 Original		Reconstructed		
Route:	CH 76	Sta: 65+47.50		Sta:	
Section Nbr:	133-B-CF				
Contract Nbr:					
Fed Aid Pr #:	00000000000000				
Built By:	3 COUNTY AGENCY				

Waterway Information

Flood Design Frequency:	0 YRS	Drainage Area:	0 Acre
Flood Design Q (CFS):	0		
Flood Design Nat H W E:	0	Flood Base Q (CFS):	0
Flood Des Open Prop:	0 SF	Flood Base Nat H W E:	0

Proposed Improvement

Cost Estimate Year:	1998	Length:	421
Type of Work:	35 REHABILITATION DUE TO GENERAL DETERIORATION		
Done By:	1 Contract		
Remarks:			

*** Costs in Dollars ***

Bridge Cost:	1,093
Roadway Cost:	109
Total Project Cost:	1,640

Attachment C:

Bridge Inspection Report

Illinois Department of Transportation

Bridge Inspection Report (SI)

Structure Number: 101-0118

Location & Inventory Information

Maint. Co: WINNEBAGO **Twsp:** ROCKTON **Status:** OPEN - NO RESTRICT

Facility Carried: PRAIRIE HILL ROAD **Feature Crossed:** ROCK RIVER

Location: 0.4 MI W ILL 2 **Municipality:**

Team/Sub Section: 234 / 906

Total # Spans: 5 **Material:** STEEL CONTINUOUS **Type:** STRINGER/MULTI-BEAM/GIRDER

Inspection Intervals (Mo.): Routine NBIS 24 **/ Fracture Critical** 0 **/ Underwater –** 24

90 – Inspection Date:	/ /	90C – Temp. (°F):		93C – Special Inspection Date:	/ /
90A – Inspection Team Leader:		Qualification:			

Inspector's Appraisals

	Prev	New		Prev	New		Prev	New
58 – Deck Condition:	4		62 – Culvert Condition:	N		72 – Approach Rdwy Align:	8	
59 – Superstructure Cond:	5		61 – Channel Condition:	7		111 – Pier Navig Protection:	N	
60 – Substructure Cond:	6		71 – Waterway Adequacy:	8				

Appraisal Comments:

Additional Inspection Data

	Prev	New		Prev	New		Prev	New
36A – Bridge Railing Adequacy:	2		Approach Guardrail Adequacy: 36B – Transitions:	1		36C – Guardrail:	2	

	Prev	New
36D – Ends:	2	

Railing Comments:

	Prev	New		Prev	New		Prev	New
108A – Wearing Surface Type:	A		108B – Type of Membrane:	F		108C – Deck Protection:	J	
108D – Total Deck Thickness (In.):	07.0							

Deck Comments:

	Prev	New
59A – Paint Date (Mo/Yr):	06/1965	/
59B – Paint Systems:	B	

Paint Comments:

Color: Fascia – ____; Inter. – ____; Railing – ____.

	Prev	New
59C – Utilities Attached:	NNN	

Utilities Comments:

Weight Limit Posting:

	Prev	New		Prev	New
70A2 – Single Unit Vehicles:		T.			
Combination Vehicles: 70B2 – 3 or 4 Axles:		T.	70C2 – 5 or More Axles:		T.
70D2 – One Truck at a Time:					

Posting Comments:

90B – Inspection Remarks: (Note: 237 characters maximum)

Previous Inspection: 58) NUMEROUS PD & FD PATCHES & LARGE AREAS OF DELAMINATIONS. 60) DUE TO LOCAL MMINOR SCOUR HOLES. 59) DUE TO MINOR SECTION LOSS AT BM ENDS. BEARINGS AT ABUTS. HEAVILY LAMINATED, JOINTS LEAK HEAVILY, DIAPHRAMS AT ABUTS HEAVILY CORRODED.

New Inspection:

	Signature	Date	Supervisor Init. & Date
Inspection Team Leader:		/ /	

Illinois Department of Transportation

Printed 10/28/2008

Underwater Field Inspection Report

SN: 1010118 **District:** 2 **Spans:** 5 **Appr. Spans:** 0 **Skew:** 22 **ADT:** 5200 **Truck Pct:** 2 **ADT Un:** 0

Facility Carried: PRAIRIE HILL ROAD **Name:**

Feature Crossed: ROCK RIVER **Location:** 0.4 MI W ILL 2

Inspection Date: 07/31/2008

Inspector 1: COUPERUSKS

Inspector 2: LINKDJ

Inspection Notes: 58) NUMEROUS PD & FD PATCHES & LARGE AREAS OF DELAMINATIONS. 60) DUE TO LOCAL MMINOR SCOUR HOLES. 59) DUE TO MINOR SECTION LOSS AT BM ENDS. BEARINGS AT ABUTS. HEAVILY LAMINATED, JOINTS LEAK HEAVILY, DIAPHRAMS AT ABUTS HEAVILY CORRODED.

Temp: 80

Resources

Time to Insp:	03:00	Trffc Ctrl:	1	Boat:	B	Waders:		Snooper:	
		Ladder:		Manlift:		Other:	sonar		

Inspector's Appraisals

93B5-Category(s): 1246

Insp Substructure: PIERS 1-4

	Prev	New
93B1-Rating:	6	

93B4-Method:	Prev: S	V: ☐	P: ☐	New: S: ☐	D: ☐	O: ☐

93B2-Remarks: PIERS ON SPREAD FOOTINGS. SONAR RUN ON ALL PIER FACES-WORST CASE WAS P2 W FACEE W/5FT COVER. MINOR LOCAL SCOUR HOLES FOUND ON P1,2 & 4. SEE SONAR TAPE IN FILE.

Remarks:

Inspected By: _____

Attachment D:

PONTIS Inspection Report

Illinois Department of Transportation

Printed 11/19/2008

Element Level Field Inspection Report

SN: 1010118 **District:** 2 **Spans:** 5 **Appr. Spans:** 0 **Skew:** 22 **ADT:** 5200 **Truck Pct:** 2 **ADT Un:** 0

Facility Carried: PRAIRIE HILL ROAD **Name:**

Feature Crossed: ROCK RIVER **Location:** 0.4 MI W ILL 2

Inspection Date: 11/18/2008 **Inspection Notes:** Heavy spalling and numerous trans cracking. Updated for BCR preparation...

Inspector 1: COUPERUSKS

Inspector 2: **Temp:** 45

Resources

Time to Insp:	01:00	Trffc Ctrl:	1	Boat:		Waders:		Snooper:	
		Ladder:		Manlift:		Other:			

Inspector's Appraisals

Elem	Element Desc	Env	Quantity	Un	CS1	CS2	CS3	CS4	CS5
12	Concrete Deck Bare	3	15009	SF	5359	0	9650	0	0
	Remarks: Heavy spalling and numerous trans cracking. Updated for BCR preparation...								
107	Lead Painted Steel Open Girder	1	26000	SF	10000	5400	10600	0	0
	Remarks:								
172	Lead Painted Steel Closed Web/Box Girder and Open	3	12	EA	0	1	3	8	0
	Remarks:								
210	Reinforced Conc Pier Wall	1	5760	SF	5760	0	0	0	0
	Remarks:								
215	Reinforced Conc Abutment	1	677	SF	577	0	100	0	0
	Remarks:								
234	Reinforced Conc Pier or Abutment Cap	1	232	LF	200	12	20	0	0
	Remarks: @ P1 cap.								

Illinois Department of Transportation

Printed 11/19/2008

Element Level Field Inspection Report

SN: 1010118 **District:** 2 **Spans:** 5 **Appr. Spans:** 0 **Skew:** 22 **ADT:** 5200 **Truck Pct:** 2 **ADT Un:** 0

302	Preformed Joint Seal	3	33	LF	0	0	33	0	0
	Remarks:	At W end-this is actually a sliding plate joint-no PONTIS element for this.							
304	Open Expansion Joint	3	33	LF	0	33	0	0	0
	Remarks:	At E end.							
311	Movable Discontinous Brg.	3	12	EA	0	4	8	0	0
	Remarks:								
313	Fixed Bearing	3	6	EA	6	0	0	0	0
	Remarks:								
316	Moveable Steel Bearings below continuous decks	3	18	EA	18	0	0	0	0
	Remarks:								
323	Approach Pavement	3	2	EA	2	0	0	0	0
	Remarks:								
331	Concrete Bridge Railing	3	834	LF	834	0	0	0	0
	Remarks:								

Inspected By: _____